

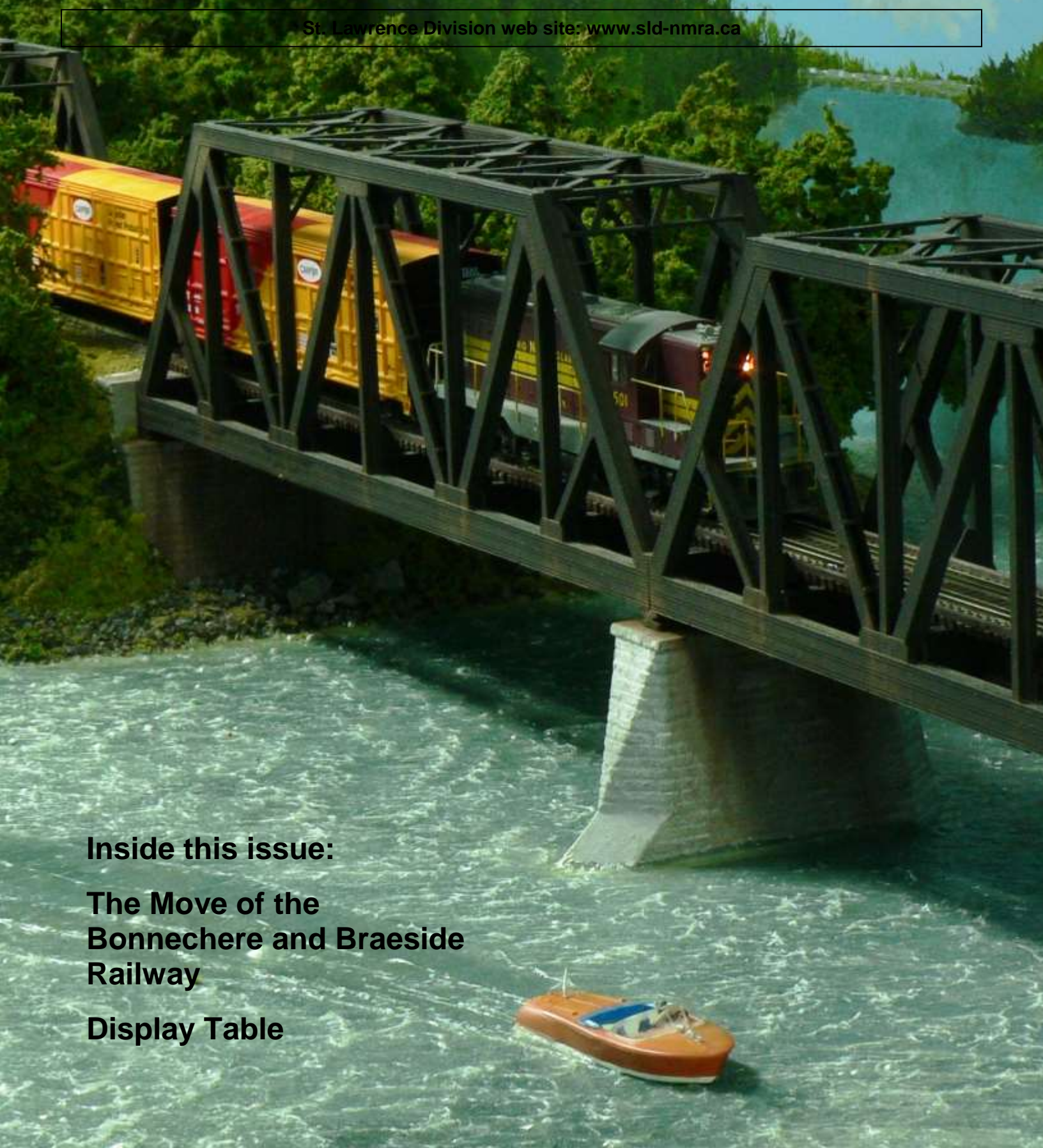


# The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue no.86– November 2015

St. Lawrence Division web site: [www.sld-nmra.ca](http://www.sld-nmra.ca)



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# St. Lawrence Division

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**The Mail Car** is published five times a year by the St. Lawrence Division – NMRA.

Opinions expressed are those of the editor or the individual authors and are not necessarily those of the St. Lawrence Division–NMRA

### Copy Deadlines

January Issue - December 15  
March Issue - February 15  
May Issue - April 15  
September Issue - August 15  
November Issue - October 15

Special thanks to Beate Herzig for proof-reading and general nit-picking

## Cover:

Extra 1501 is crossing the St. Lawrence River at Coteau to reach the industrial district of Valleyfield. This scene is part of the late Jacques Huppé's Ontario New England (ONE) Layout.

The ONE is a fictional regional railroad, connecting Eastern Ontario with the Atlantic at Portland, Maine. The route was "built" by picking up discarded portions of lines from CN, CP, and MEC. The layout depicts the portion of the route from Ottawa through Coteau, Sherbrooke, and St. Johnsbury to Twin Mountain at the top of Crawford Notch. Along the way the ONE conducts lively interchange with several other railroads.

The two-level layout fills most of the basement under Jacques' and Louise's home. It features one classification yard, numerous rail serviced industries mostly served out of two small satellite yards and several smaller stations along the way. One of the unusual features of the layout is a working ferry operation across the Beauharnois channel of the St. Lawrence River to reach southern Quebec and Sherbrooke from Coteau. The ferry makes four crossings each day to delivery cars carrying hazardous goods and cars with a high profile according to plate E which are not allowed in the tunnel under the Beauharnois channel.

The railroad comes alive in regular operating sessions conducted every 4 weeks on Friday evenings. It requires a crew of 10 to 14 operators filling in for various positions. A dispatcher choreographs up to 32 train movements per operating session using a magnetic dispatching board and verbal track warrants. Operating sessions last 3 hours depicting a 12 hour period. Detailed instructions are provided for every train and Jacques spent countless hours fine tuning these instruction to ensure that every Conductor and Engineer had a good understanding of the task given to them.

While the layout did not get finished, it has been in regular operation since 1998. Jacques' flawless track work, a combination of hand laid turnouts and Micro Engineering flex track, is one of the great assets of this layout in ensuring a smooth operation. He also was meticulous in maintaining the rolling stock, which was not an easy task considering there are about 700 cars on the layout.

In the early years a dedicated group of volunteers from among his operators met once a month to support the construction activities on the layout. Unfortunately Jacques' health concerns lead to a slowdown in the regular construction activities.

Jacques will be missed by his family and his many friends in the model railroad community.

Photo: Andreas Mank

# Superintendent's Report

By Peter Gray

Hello All,

Due to family issues I was unable to attend the September meet at the very last minute. I have heard from others that it was a success and that it was an enjoyable afternoon. Unfortunately said family issues continued most of the month of October and I have had to step away from my usual focus for a bit.

Thankfully though I am not alone, and the executive as a whole, has stepped up when needed and filled in. Thanks to Chris Lyon for scrambling at the very last minute to ensure that the September meet was the success it was. (By the way Chris did not move and is stayed on as Assistant Superintendent in case you were unaware.)

Sometimes I believe that I take for granted the size and generosity of the modeling community we have here in the Ottawa valley and surrounding communities. I am active on several online forms and Facebook that relate to trains and the NMRA. I can tell you with upmost certainty that what we have here in Ottawa is not the norm, which is unfortunate because I think we have something awesome.

Baring some other disaster I will be at the rest of the meets this year and the next superintendent report will be a bit more train related.

Thank you all for being who you are and making this hobby all that more special.

## TimeTable

Date	Meetings / Shows		SLD Workshops
November 28, 2015	Emmanuel United Church 691 Smyth Road Ottawa, ON		
January 23, 2016	Emmanuel United Church		Emmanuel United Church
February 27, 2016			Emmanuel United Church
March 12 & 13, 2016	Rail-O-Rama Ambassador Hotel Kingston		
<b>April 2, 2016</b>	Kingston Kingston Pump House Steam Museum		
May 6 to 8, 2016	Algonquin Turn NFR Convention Algonquin College Ottawa		
May 28, 2016	Emmanuel United Church		

# *The move of the Bonnechere and Braeside Railway X*

by Peter Nesbitt

Fall is upon us and that means more time working on the railway. Although as I write this, the golf clubs have not been put away – I am an optimist. I canvassed the crew of volunteers who worked on the railway last year and they all want to come back except John Doerner. John wants to spend more time on his own railway. All his efforts on the B&B are appreciated.

So far, Kevin is continuing to put together Mt. Albert's craftsman kit for a lumber yard diorama. This will be going into Castleford. Lloyd is finishing up building telegraph poles and has started ballasting. Chris has been working on scenery. Due to scheduling conflicts, Alex has not made it to a work session this fall.

Over the summer I permanently installed the stock pens that Alex had built into the eastern part of Renfrew, did the scenery and planted some trees. The pens handle steers and sheep, the latter have an open barn for some protection from the weather.



Top: Fenced Cow Pasture  
Bottom: Stock loading pens



One loading shoot is for the sheep, one for the steers, and the third is used for rest and watering of livestock on through trains but all are served from the same siding.

I also put in a small fenced cow pasture that separates the stock pens from the town centre.

At my request, Carl Swail has agreed to build a marsh area at the eastern edge of Deacon. Some of you may remember that Carl did a clinic at an SLD meet a few years ago on the subject. The only stipulation that I gave Carl was that the bull rushes, that Greg Montague had made and installed in the previous version of the layout, had to be incorporated into the new marsh.

The marsh is coming along very well and the bull rushes along with the Red Wing blackbird are being blended in nicely.

During the summer I did manage to find some time to work on railway things beyond the layout. My yard switcher, a small 2-6-0, has had sound along with a current keeper installed. The locomotive is almost back together.

The original plan was for the Arnprior staging to be hidden. After a lot of thought and some discussion with others, I have not been able to come up with a plausible way to hide it. Thus I went back to it and made the scene presentable, while still feasible to do so, in case I never find a way to hide it.

The west end staging (Barry's Bay) was never planned to be hidden and was brought intact from the previous version of the layout. There is a corner behind it though that needed to be finished. A year or so ago at an SLD meet I won a door prize – a small HO shack which was labeled as an Ice House. I relabeled in red – Dynamite.



I bought a second hand small HO mine building, called it Central Mining, and did a bit of weathering to it. These two HO buildings, along with some smaller trees have been installed in the corner. Hopefully, with them being smaller than the O scale buildings on the railway itself, they will look to be further away.

My three grandchildren had each volunteered to contribute a half-day's labour to the railway. They all ended up doing a bit more than this but one at a time. I had them doing scenery. Each in their own part of the railway, glued down the basic earth then in a second session they added the various grasses, weeds, deadfall and some static grass. They each did a great job and have the pictures to prove it!

Top: HO Scale mine used as a background building  
 Center: Logging Camp  
 Bottom: Engine House at the logging camp



While they seemed to enjoy doing it, I don't think they have been convinced to take up the hobby. But one never knows.

To improve the appearance of the trackwork I like to install dummy fishplates and paint the rail a rust colour before ballasting. About two thirds of the rail has been done as has some of the ballasting.

On previous layouts I have used Woodlands brand of ballast and found it to be a bit light in weight, I do not think it is real rock. The problem was after getting it nice and neat with little on top of the ties and clear flangeways, by the time it had been wetted and then the glue added, some of the ballast would float and too much would settle on top of the ties or next to the rail blocking flange clearance. This time I am using Scenic Express ballast, which is real rock and heavier, and do not seem to be having this problem.



When doing the scenery in the lumber camp area I thought it should have a bunch of stumps. I had a number of them but they needed some painting as some were plaster and others were white metal. I got those all

done and installed close to half the stock. They are like trees, you put in a bunch and it looks like you need a whole lot more.

This fall we will work on getting Rail Op up and running and this will facilitate operations. I hope that by mid November or December we will alternate the Monday sessions with one work session and one operating session each month.

# Display Table report

By Grant Knowles

As with tradition, the September SLD meet was held outside Ottawa, this time at the Bethel Christian Reformed Church in Brockville. Also in keeping with tradition, the display theme was "your summer project". We had a large collection of models on display fully utilizing the five tables.



Top: Hazel Café as scratch build by Lorne Munro from pictures he took of the prototype

Center: High sided gondola build by Stan Conley from a Taylor kit.

Bottom: Early CPR observation cars assembled from a Westwood kit.



Lorne Munro brought out two nicely scratch built models. The "in progress" CNR wood caboose was first presented at the January meet, now it has been completed with microscope glass windows, Cal-Scale brake details and Micro Scale decals.

Lorne's second model is of the Hazel Cafe located in St. Simon's Island, Georgia. Upon seeing the run down building, Lorne took pictures and proceeded to draw up plans. The model is built with Northeastern clapboard siding, Grandt Line windows and doors and K&S metal roofing (attached with Scotch Adhesive Dot Roller). The model was then painted with various Saman stains & weathered with Bragdon chalks.

A number of the models on display pertained to this season's KitBuster project theme - the building of a wooden freight car kit

Stan Conley had a collection of railroad reference books on display. These he had used to assemble the material for his presentation on the early evolution of freight cars (this presentation can be found on the SLD web site: [http://sld-nmra.ca/freight\\_car/freight\\_car\\_kit.htm](http://sld-nmra.ca/freight_car/freight_car_kit.htm)). Stan also had on display a high sided gondola built from a George Taylor kit. These Canadian kits came with pre-painted and lettered sides. The final model Stan had for us was a John Rendell boxcar kit which Stan observes it was really a box of scratch building parts!

David Steer also brought out a series of wooden railway cars, the first set centred around the theme of Club Cars. First up

is a Scotia Scale Models kit lettered with the OVAR logo, next a Mid-Eastern Region (MER) refrigerator car and a NMRA Bulletin box car with pre-printed sides. The second set of cars from David were based on "early wooden car kits" and included a George Taylor Canadian Government Railway outside braced boxcar and the early double cupola CPR observation built from a Westwood kit.

Peter Coleman also had a Scotia Scale Models boxcar on display. He had started this kit years ago and plans to complete it as part of the KitBusters project.

Dustin Pasch showed us his Rapido Trains F40PH-2D and LRC coaches 3360 & 3601 which were part of his summer project of "to collect a short line passenger consist".



Top: Kitbashed O scale critter by Bruce Leckie

Bottom: Teller house rescued from a Classic Miniatures by Grant Knowles



Dustin's Dad, Michael, had a rolling digital picture displaying photos of their new HO scale layout. This was started in late 2013 re-using the bench work from their former N scale layout and will be part of the layout tour at the upcoming March meet.

The (dirty) orange O scale critter was built by Bruce Leckie out of various parts - Roundhouse chassis, Marx shell and a scratch built styrene cab. Bruce also had an O scale figure on display that was holding a working lantern which was made with a 3D printer.

In support of the KitBuster program, I had started building two wooden railroad kits, a George Taylor Horse Car kit and a HOn3 boxcar from Labelle. Both completed body cores were on display demonstrating the home work the project participants will be completing before the Oct 31 KitBusters session. The Labelle kit assembles as per the instructions, the horse car on the other hand has required some modifications which are documented on the web site.

I also had a set of HO scale store shelves that were built from Banta laser cut kits. They went together as per instructions though some of the tolerances were off - they had not taken into account wood thicknesses. All I need now is a structure to display them in.

The final model on display is the Teller House which is an old Classic Miniatures kit I picked up at an OVAR Flea Market. At \$8 it was a good buy even though it was missing all the wood parts! I named the building after the Teller House (hall) which stood in Central City Colorado.

That does it for this month. Thank you to everyone who brought out their pride and joy for us to examine. Additional photos are available on the September meet web page:

[http://sld-nmra.ca/meets/sept\\_15/sept\\_15.htm](http://sld-nmra.ca/meets/sept_15/sept_15.htm).



# Next Division Meet

St. Lawrence Division – NMRA

*When:*

## Saturday, November 28, 2015

*Where:*

**Emmanuel United Church**  
691 Smyth Road,  
Ottawa, ON

Doors open at 9:00 am -- Admission \$7.00

*What's on:*

*Morning:*

Division Business

**Clinics:**

Chris Lyon

*Rocks and Water*

David Steer

*Freight Car Brakes*

**Display:**

*Contains Something  
Electrical*

*Afternoon:*

*Layout Tour*

